
FORD
FAIRLANE 500's
AND FAIRLANES
The Only Cars of Their Kind...In a Class by Themselves!

These Two Stand Alone in Size and Spirit . . . Luxury and Value!

Take the room, ride and features of a big car . . . combine with compact price, economy and handling . . . spice with V-8 pepper . . . that's a new Ford Fairlane or Fairlane 500. And there's *never* been another car like them!

Fairlane advantages the compacts can't match: Start with big-car room. Fairlanes and "500's" are as big as some of the roomiest cars in Ford history. They have a big-car ride on a full 115½-inch wheelbase. And big-car performance . . . with a choice of *two* all-new Challenger V-8 options. They require only twice-a-year maintenance (6,000 miles between routine service stops). And as for luxury, upholsteries and appointments in Fairlanes and "500's" equal those in cars costing hundreds more!

Fairlane advantages the big cars can't match: Low prices of Fairlanes and "500's" are hundreds less than big cars . . . actually *well under* many compacts. The new 164-hp Challenger 260 V-8 option is all snap, sparkle and smoothness. Trim, fleet and super-short stroke, this no-waste-motion V-8 runs on *regular* gas. The standard Fairlane Six goes all-out for gas savings. Being a full foot shorter than other full-size cars, Fairlanes and "500's" are compact-trim and nimble . . . give you the painless parking and handy handling big cars can only envy.

You owe it to yourself to see and drive the new Fairlane and Fairlane 500—the cars clearly in a class by themselves—at your Ford Dealer's today!

NEW FORD FAIRLANES and Fairlane 500's offer you more *numerous* and *important* service savings than even the big expensive cars. You'll appreciate most their twice-a-year maintenance—6,000 miles between routine service stops. You'll save time, trouble and money because Fairlanes and "500's" go 30,000 miles between major lubrications . . . 6,000 miles between oil changes* and minor lubes. You can go two years or 30,000 miles without replacing engine coolant-antifreeze (and have anti-rust radiator protection, too)! Fuel filter gets 30,000 miles between changes. Brakes are self-adjusting. Muffler is *fully* aluminized to last far longer. All main underbody parts are *galvanized* against rust and corrosion. And, to top it all, the Diamond Lustre Enamel finish on Fairlanes and "500's" *never* needs waxing!

**After first 1,000-mile change*

Cover: New Fairlane 500 Town Sedan in Corinthian White (also offered in 2-door Club Sedan and Sports Coupe models)

FAIRLANE STANDARD EQUIPMENT . . . Fairlane Six Engine ▫ 3-Speed Manual Transmission ▫ Bright-Metal Drip Rail, Side Trim, Windshield and Rear Window Moldings ▫ Dual Headlights ▫ Single-Speed Electric Windshield Wipers ▫ Double-Yoke Safety Door Locks ▫ White Vinyl Headlining ▫ Color-Keyed Instrument Panel ▫ Dual Front Arm Rests, Sun Visors (with retention clips), Coat Hooks ▫ Glove Box Lock ▫ Deep-Dish 3-Spoke Steering Wheel ▫ Choice of Four Nylon Cloth and Vinyl Interior Trims ▫ Front Seat Belt Anchors ▫ Big 29-cu. ft. Illuminated Trunk (with taillights on) ▫ Full-Flow Oil Filter ▫ Fully Aluminized Muffler ▫ Self-Adjusting Brakes ▫ Zinclad Rocker Panels and Main Underbody Structural Members ▫ 30,000-Mile Fuel Filter ▫ Center-Fill Fueling

See pgs. 12 & 13 for Options and Accessories



Fairlane Club Sedan in Viking Blue (also offered in 4-door Town Sedan model)

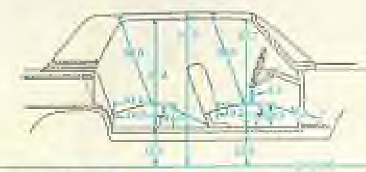
FORD FAIRLANE

The First Car So Fine Ever Priced So Low

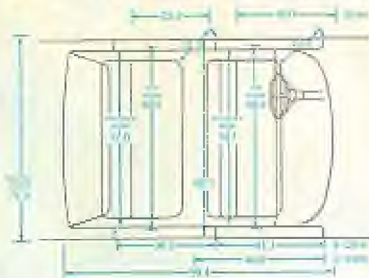
Fairlane Series Interiors

Fine car room and luxury

A tape measure will tell you that the comfort and convenience of both the Fairlane and "500" compare most favorably with the big luxury cars. Compare the interior dimensions (measured below for you) with any car you choose. What a big surprise! The big pleasure comes when you step through the wide doorway and slip into one of Fairlane's seats. Here's more than generous room for heads, shoulders, hips and legs—for you and five others—in the Ford tradition of "built-for-people" comfort!



Fairlanes are trim-size outside, full-size inside. There's head room, knee room, leg room galore—front and rear!



Fairlanes are clearly in a class by themselves when it comes to generous shoulder room and hip room for six passengers!

Roominess *and* richness is Fairlane's interior formula. Smart Fairlane trim (opposite) has two-tone blue vinyl in seat bolsters with contrasting inserts of blue nylon cloth—one of four choices. Fairlane 500 sedans (above) offer five standard trims: rich, deep-pleated cloth and vinyl combinations, or—as elegantly shown above—a choice of five all-vinyl trims at slight extra cost. Full carpeting is standard.

Both models boast all the most-wanted interior features as *standard* equipment—dual sun visors, foam-cushioned front seats, front arm rests (plus rear arm rests on "500"), "automatic doorman" assist springs on *all* doors . . . among others. Not shown but certainly part of the total picture is the big, luxury-size trunk of 29 cubic feet. Opening measures over 4 feet wide for easy loading and unloading. It's lined to protect your luggage, as you'd expect in any fine car.

See pages 12 & 13 for complete selections of Colors and Upholsteries

Everything About Them Says High Price–Except the Price Tag!

In their fine Ford service-saving features . . . in their looks and luxury . . . Fairlane and Fairlane 500 say "fine car" while their price tags say "savings." And they say fine car again when it comes to quality. Examine these cars closely. Give any Fairlane or Fairlane 500 your own special quality test . . . and make it tough. These cars are *built* to *merit* your closest inspection and *thrive* on anyone's comparison! Check paint, chrome and interior trim. Check hood, deck lid and doors for fit and easy operation. Then slam a door. Note how the door closes tight and true. And that solid, muted sound says fine-car quality in a way that again puts these cars *in a class by themselves!*

Take a Fairlane or "500" out on the road and you'll see quality come alive. The ride is so smooth . . . so silent . . . so vibration-free you'll feel some kind of magic has put you in a car far more expensive than Fairlane. The ride *is* magic of a very special kind created by Ford engineers and described in greater detail on page 15. In every way these newest of Fords say "high price," yet their price tags (which include MagicAire Heater*) prove they're *well under* many compacts!

*Heater is installed during production unless otherwise specified. If deleted, an appropriate price reduction is made

FAIRLANE 500 STANDARD EQUIPMENT . . . Includes most Fairlane Standard Equipment items listed on page 2, *plus* . . . Color-Keyed Wall-to-Wall Carpeting • Choice of Five Interior Trims in Pleated Cloth and Vinyl • Color-Keyed Steering Wheel with Chrome Horn Ring • White Control Knobs with Bright Inserts • Bright-Metal Instrument Cluster Frame • Cigarette Lighter • Rear Arm Rests and Ash Trays • Dome Light Operated Automatically by Front Door Courtesy Switches • Chrome Front Fender Top Ornaments • Bright-Metal Window Frame Moldings • Spear Side Molding with Silver Anodized Aluminum Insert • Bright-Metal Rear Fender Ornaments (3) • Grille • Textured Aluminum Lower Rear Panel


See pages 14 & 15 for Power Teams and Mechanical Features



Fairlane 500 Town Sedan in Raven Black (also offered in 2-door Club Sedan model)

FORD FAIRLANE 500



Change tempo! Make it brisk and lively for the brand-new

Ford Fairlane 500 sports coupe

Break out a band with at least 76 trombones for the new Fairlane 500 Sports Coupe! It's Ford's dashing new "Lively One" in the Fairlane size . . . the newest model of the newest Ford and the last word in luxury in any car near its size or price!

Imagine—a bucket seat beauty with all the personal appeal and charm of an expensive sports car . . . that's the Sports Coupe! Lay on the luxury with a lavish hand. Cradle the front bucket seats—both cushions *and* backs—in formed, foam cushioning. Tailor them in leather-soft, deep-pleated vinyls . . . highlight them with sparkling chrome-like mylar. (Then elegantly style the rear seat to match!) Between the buckets, place a console . . . handy to driver and passenger alike . . . ample for camera, sunglasses, maps, what-have-you. Cover the floor wall to wall with deep-pile, color-keyed carpet . . . and, of course, add the most elegant appointments all around! That's the Sports Coupe!

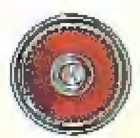
But stick to the Fairlane formula—even with all this luxury, include twice-a-year maintenance . . . 6,000 miles between routine service stops . . . and keep the price tag *right down* among the compacts. That's the Fairlane 500 Sports Coupe . . . Ford's new "Lively One" *in a class all by itself!*

Opposite page: spacious Sports Coupe interior trimmed in two-tone Chestnut Star Lustre Vinyl


Ford Fairlane 500 sports coupe
Fairlane 500 Sports Coupe in Chestnut (front fender "260" medallion signifies this car is equipped with the new Challenger 260 V-8 option)
Introducing... Challenger 221 & Challenger 260 ...brilliant, brawny all-new V-8's! Spirited with a brand of sparkle and spunk inherited from their big Ford V-8 brethren!
If you like your performance lively, it's only a question of *how much* with the Sports Coupe (or any other Fairlane or "500").
Starting at the top, consider the *liveliest* . . . the brand-new Challenger 260 V-8 option: 164 fleet, no-waste-motion horsepower. Right next to it is the Challenger 221 V-8 option with 145 hp! Ford-pioneered foundry techniques give both the time-tested toughness of iron—with a lightness and compactness iron never had before. Result: smoothness that's like a hot knife through butter . . . power-to-weight ratios that rival nearly any car going . . . and all on thrifty *regular* gas! Or, if you go all-out for gas savings, the standard Fairlane Six is certainly your choice.
Team up one of these lively powerplants with standard 3-speed manual, optional Fordomatic or Overdrive (with Challenger 221 V-8 only) . . . blend with the Fairlane and "500's" trim over-all size and handy handling . . . and you've got yourself a performer that's just this side of fantastic!
FAIRLANE 500 SPORTS COUPE STANDARD EQUIPMENT . . . Includes most Standard Equipment items listed for Fairlanes and "500's" on pages 2 and 6, *plus* . . . Front Bucket Seats 100% Foam-Cushioned, Individually Adjustable • Between-the-Seats Console • Pleated, Mylar-Highlighted Door and Side Trim Panels • Choice of Five All-Vinyl Interior Trims • Unique Sports Coupe Arm Rests, Front and Rear • "Sports Coupe" Identification on Horn Ring Hub Insert; in Bright-Metal Script on Rear Deck • Deluxe Wheel Covers
AV·0714

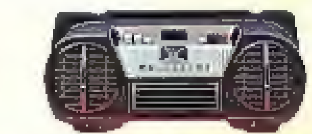
OPTIONS & ACCESSORIES

LIFEGUARD DESIGN. You'll find all of these Ford-pioneered safety features as standard equipment on '62 Fairlane and Fairlane 500's: **arm rests** cushioned with shock-absorbent foam material; **deep-dish, 3-spoke steering wheel** affords driver greater protection in event of impact; **shatter-resistant rearview mirror; double-yoke safety door locks,** as strong as they are silent to reduce possibility of doors opening in event of impact. At slight extra cost, the following popular safety options are available: **safety-padded instrument panel and padded visors,** both cushioned with shock-absorbent polyurethane foam; **seat belts,** designed to help hold passengers firmly in their seats in sudden stops or impact; **Lifeguard Jr. door locks,** prevent tiny hands from inadvertently opening rear doors.



BACKUP LIGHTS

Welcome aid to nighttime driving, a safety warning to other cars coming up from behind or traveling near you. Automatically light up drive path behind you as you shift into reverse. Lights are centered in Fairlane's big, circular taillights.



POLARAIRE CONDITIONER

Ford's luxurious summer comfort with a comfortably low price tag. Compact central unit offers near-instant cooling, with dual blower, five adjustable outlets and push-button controls. Cleans air as it cools, dehumidifies and deodorizes, too.



NON-GLARE MIRROR

Two-position non-glare rearview mirror lets you "flick away" annoying headlight glare. Tab at bottom of mirror controls non-glare and normal positions. Also available, handsome, chrome-plated outside mirror, mounted on driver's side.



SPOTLIGHT/MIRROR

As handsome as it is handy, this chrome-finished, visored spotlight comes with a stainless rearview mirror that makes it useful 24 hours a day. Controlled from inside the car, Spotlight throws beam up to half-mile in clear weather.

PLUS . . . Whitewall Tires ☐ 1-Rest Tinted Glass (includes all glass and blue-banded windshield) ☐ 2-Speed Electric Wipers ☐ Cigarette Lighter (std. on Fairlane 500) ☐ Windshield Washer ☐ Full Wheel Covers (std. on Sports Coupe) ☐ Wheel Hub Covers (14" wheels only) ☐ All-vinyl Interior Trim for Fairlane 500 Sedans (std. on Sports Coupe) ☐ Rear-Seat Radio Speaker ☐ Tissue Dispenser ☐ Body-Mounted Rearview Mirror ☐ 14-inch Wheels and Tires ☐ Tyrex Rayon Cord Tires: 6.50 x 13 or 7.00 x 13 white sidewall, 7.00 x 14 black or white sidewall ☐ Deluxe or MagicAire Heater ☐ 55 Amp-Hr Battery ☐ and many other items

FAIRLANE


Gray Vinyl/Cloth
A · M · J · Z · D · T · B · X

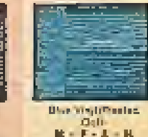

Blue Vinyl/Cloth
M · F · E · H


Green Vinyl/Cloth
M · P · T


Red Vinyl/Cloth
A · M · J · Z

FAIRLANE 500


Gray Vinyl/Pleated Cloth
A · M · J · Z



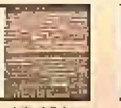
Blue Vinyl/Pleated Cloth
M · F · E · H



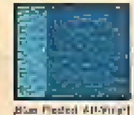
Green Vinyl/Pleated Cloth
M · P

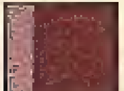

Turquoise Vinyl/Pleated Cloth
M · D · B


Pearl Vinyl/Beige Pleated Cloth
A · M · T · X



White Vinyl/Red Pleated Vinyl
A · M · J · Z

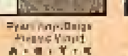

Blue Pleated All-Vinyl†
M · F · E · H


Chestnut Pleated Sat'n Lustre Vinyl*
M · V

You have a choice of 12 brilliant Diamond Lustre Enamels with the 1962 Fairlane, 13 with the new Fairlane 500. Ford's famous Diamond Lustre Enamel *never* needs waxing. Just wash and, if necessary, remove any corrosive substances with a good grade of polish.

Diamond Lustre colors appear below, each with a code letter keyed to upholstery swatches above. Thus by cross reference, it is a simple matter for you to determine which upholsteries are offered with your favorite Fairlane or Fairlane 500 model and color choice. Example: a '62 Fairlane with Raven Black (A) exterior comes with either gray cloth and vinyl interior or red cloth and white vinyl interior trims.

UPHOLSTERIES & COLORS



Pearl Vinyl/Beige Pleated Vinyl†
A · M · T · X

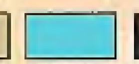
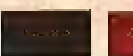
Black Pleated All-Vinyl†
All Colors

M/J	M/A	M/Z	M/H	M/F	M/E	F/E
Z/M	M/P	M/D	M/T	M/B	M/X	M/V*

TWO TONES. As the color guide above shows, there are 13 two-tone selections available with Fairlanes, 14 with Fairlane 500's. Code letters indicate color placement. Thus "**M/A**" means Corinthian White top with Raven Black body. Lower color governs upholstery choices.

A. Raven Black · M. Corinthian White · J. Rangoon Red · Z. Chalfonte Gold



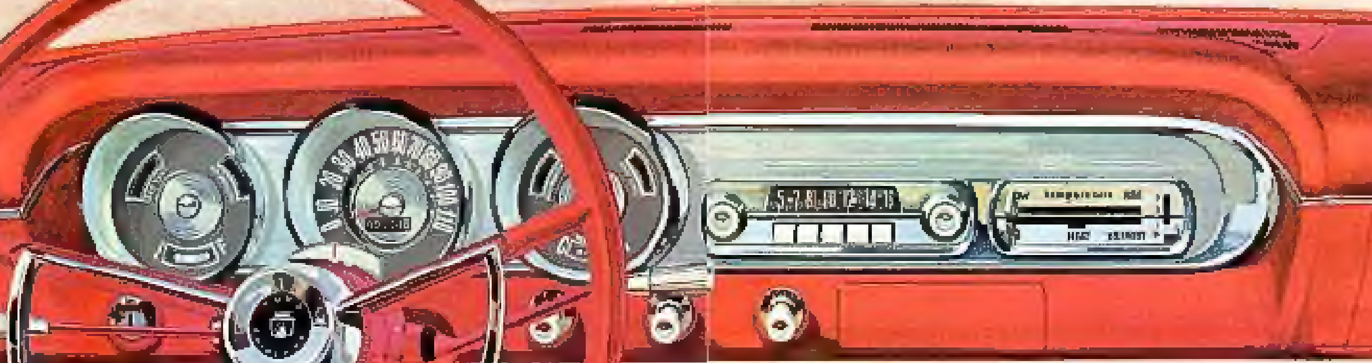





F. Baffin Blue · E. Viking Blue · H. Oxford Blue · P. Silver Moss · D. Ming Green · T. Sandshell Beige · B. Peacock Blue · X. Heritage Burgundy · V. Chestnut*

†All-vinyl trims are extra-cost options on Fairlane 500 Sedans, standard on Sports Coupe

*Chestnut available with Fairlane 500 models only



POWER STEERING.* Makes Fairlane ease of handling even easier! Takes up to 85% of the steering work out of your hands, yet lets you retain the "feel" of the road. Makes parking and standstill turning a breeze in a Fairlane or "500."

POWER BRAKES. Another Fairlane power option that will add both to your driving pleasure and safety. Reduces braking effort up to 55%. Provides low pedal height, with faster, surer, more responsive brake application.

CONSOLE RANGE RADIO. An amazingly powerful and moderately priced car radio. Gives long-range reception and outstanding tone fidelity, along with automatic push-button tuning. Buttons can be easily pre-set to any station of your choice.

*Available with all power teams except Six with overdrive transmission

POWER TEAMS

CHALLENGER 260 V-8—brand-new Fairlane engine option that's all snap, sparkle and smoothness! Thanks to Ford-pioneered foundry techniques, the "260" gives you all the time-tested toughness of iron with a lightness and compactness iron never had before. It turns out a muscular 164 hp, and does it on *regular* gas. In the Challenger 260 you have the most beautiful blend to date of economy and performance. It's one more reason why Fairlanes are in a class by themselves. *Torque:* 258 lbs-ft at 2200 rpm.

(Shown with Fordomatic Drive.)



FORDOMATIC (available with all engines). One of the most famous of all "automatics." Noted for its agile response and liquid 2-speed smoothness. Low gear kickdown for passing at any speed below 55 mph. Effective engine braking in "L" position of steering column-mounted quadrant.

CHALLENGER 221 V-8—new from carburetor to crankshaft, just like its "260" big brother. This 145-hp Fairlane V-8 performs nimbly on *regular* gas, and with optional Overdrive, you'll enjoy increased smoothness, quietness *and* economy. Let the Challenger flex its muscles at the traffic light or on the turnpike. You'll see spirit and spunk that have made Ford—over the span of 30 years and 30 million V-8's—famous as the world's master V-8 maker. *Torque:* 216 lbs-ft at 2200 rpm.

(Shown with Fordomatic Drive.)



FAIRLANE SIX—Fairlane's standard engine and a superlative gas-saver! An engine with plenty of power for all-day turnpike cruising, plus a mighty thrifty way of getting about in the city's stop-and-go traffic routine. Proven overhead valve, short-stroke design. Electronically mass-balanced (as are *all* Fairlane engines) for smoothness and long life. *Horsepower:* 101 at 4400 rpm; *torque:* 156 lbs-ft at 2400 rpm.

(Shown with standard 3-speed manual transmission.)

OVERDRIVE

FAIRLANE OVERDRIVE (available with Challenger 221 V-8 only). Automatic planetary-type fourth gear lets engine loaf along at 30% lower rpm's, saving gas all the time it's operating. You not only get more miles per gallon and longer engine life, but the bonus: flooring the accelerator gives you instant downshift for passing.

Fairlane's fine car quality goes down deep . . .

SINGLE-UNIT BODY. Rock-solid strength without useless size or bulk. More room for passengers and their luggage with so much "automobile fat" eliminated. Squeak and rattle areas have been "designed out," too.

BODY INSULATION of many types surrounds the passenger compartment—even reaches out under the hood—to provide a thick, sound-proofing, noise-absorbing barrier. Objectionable noise, coming from any direction, is "stopped dead" before it can interrupt Fairlane's lush, quiet ride.

DOUBLE-YOKE SAFETY DOOR LOCKS. Deceivingly simple in design . . . remarkably easy to operate . . . tenaciously tight-latching and locking. Double-yoke design greatly reduces possibility of Fairlane doors springing open under impact. Because they provide such solid, tight closure, they too help to keep the Fairlane ride so wonderfully quiet.

'TORQUE BOXES' (shown in red) are the magic ingredient in Fairlane's matchless ride. Mounted at the four corners of the underbody, these boxlike structures are strategically placed to intercept road noise, vibration and ride harshness transferred from road to wheels to car. By torsion (twisting) action . . . very slight but enough . . . , the torque boxes effectively absorb these annoyances *before* they can reach the passenger compartment. You'll never be able to see them work, but you'll marvel at the work they do every mile you ride in a Fairlane!

FRONT SUSPENSION (in green) features top-mounted coil spring to cushion up-and-down wheel movements . . . tilted, swept-back design of control arms to let wheel smoothly "walk over" bumps. At wheel attachment points are famous Ford ball joints, which go 30,000 miles between lubrications.

REAR SUSPENSION—the same type as used on America's finest cars—has long (55-inch) multi-leaf springs, offset-mounted on the axle to add stability and control to Fairlane's ride. Front and rear suspension members, working as a team, greatly reduce start-up "squat," quick-stop "dive."

ZINCLAD ROCKER PANELS (light gray) and galvanizing of all vital underbody members mean long-lasting protection against rust and corrosion. **SELF-ADJUSTING BRAKES** (dark blue) provide necessary mechanical adjustment for the life of the linings when brakes are applied as the car is moving in reverse.

You'd never believe a full-sized car priced so low could ride so smoothly, quietly, luxuriously—until you ride in a Fairlane or Fairlane 500. It's a ride that rivals the finest fine cars!

SPECIFICATIONS

FAIRLANE DESIGN: Welded, integral body and frame for quietness and high strength-weight ratio. Completely sealed and insulated. Special torque boxes at each corner of the main underbody structure absorb road shock, sound and vibration. Safety-reinforced roof with sturdy cross brace at center. Zinc-coated rocker panels and main underbody members for extra-long life. Bolt-on front fenders for reduced replacement cost. Rear-hinged, counterbalanced hood with outside safety latch. Corrosion-resistant anodized aluminum grille. Cowl-top ventilation system. Wide Angle windshield with forward slanting pillars. Large wide-opening doors with bronze-bushed hinges, automatic assist springs on all doors. Double-yoke safety door locks. Posture Control front seat, adjustable to 8 positions in 4 inches' travel. 29-cu. ft. luggage compartment with counterbalanced deck lid. 16-gal. gas tank, rear, with Center-Fill fueling.

ENGINES: ***101-hp Fairlane Six***—170-cu. in. displ.; 3.50" bore x 2.94" stroke; 8.7 to 1 comp. ratio; regular fuel; unit-design single-barrel carburetor; manual choke; oil capacity, with filter change, 4.5 qt.

145-hp Challenger 221 V-8 (optional)—221-cu. in. displ.; 3.50" bore x 2.87" stroke; 8.7 to 1 comp. ratio; regular fuel; 2-barrel carburetor; automatic choke; oil capacity, with filter change, 5 qt.

164-hp Challenger 260 V-8 (optional)—260-cu. in. displ.; 3.80" bore x 2.87" stroke. Otherwise same as Challenger V-8 specifications above.

ENGINE FEATURES: For greater economy and longer life, Fairlane engines have short-stroke, low-friction design; Wedge-Type combustion chambers; Free-Turning overhead intake and exhaust valves; hydraulic lifters for automatic valve adjustment on V-8's, manually adjusted solid tappets on Six; integral cylinder head and 6-port intake manifold on Six; alternate intake and exhaust ports on V-8's; water-jacketed carburetor spacer for fuel mixture heat control; 3-ring aluminum-alloy pistons with full-chromed top ring; precision-molded crankshaft with four main bearings; rotor-type oil pump; Super-Filter air cleaner with reusable dry-type element; high-capacity in-line 30,000-mile fuel filter; full-pressure lubrication system with Full-Flow disposable-type oil filter; cooling system with 190° positive-action thermostat; 2-year or 30,000-mile engine coolant-antifreeze (available—installed in production); 12-volt electrical system; weatherproof ignition with Static-Ban constant resistance wiring and air-cooled distributor points; self-cleaning 18-mm. Turbo-Action spark plugs; 54-plate, 40 amp-hr battery; positive-engagement starter; fully aluminized muffler.

CLUTCH AND MANUAL TRANSMISSION: Non-centrifugal clutch with Six; semi-centrifugal clutch with V-8's with full-weighted levers for more positive engagement. New clutch interlock device prevents gear clash when shifting from Neutral to Low or Reverse. Permanently lubricated ball-type throw-out bearing. Lightweight aluminum housing. Easy-action suspended pedal. Face diameter 8½" with Six, 10" with V-8's; total frictional area 68.1 sq. in. with Six, 85.5 sq. in. with V-8's. ***3-Speed Manual Transmission*** has shot-peened, fine-pitch helical gears for high strength and quietness, with forged bronze synchronizers for smooth operation. Anti-friction bearings throughout. Standard "H" shift pattern with lever on steering column. Gear ratios (to 1): std. Six—1st 3.29, 2nd 1.83, direct 1.00, reverse 4.46; opt. V-8's—1st 3.20, 2nd 1.82, direct 1.00, reverse 3.38.

OVERDRIVE (optional on Challenger 221 V-8 only): Overdrive is above 3-speed (without clutch interlock device) plus automatic 4th gear that cuts in above 28 mph, cuts out below 22 mph (approx.). Downshift for passing by flooring accelerator. Lockout control on instrument panel. Gear ratios (to 1): 1st 2.80, 2nd 1.69, direct 1.00, overdrive .70, reverse 3.80.

FORDOMATIC DRIVE (optional): Simplified design, lightweight cast-aluminum construction, minimum servicing. Torque converter in combination with planetary gear set; liquid-cooled. Vacuum-controlled throttle for smoother, more precisely coordinated-with-engine shifting and reduced maintenance requirements. Two forward speeds, one reverse. Gear ratios (to 1): both std. Six and opt. V-8's—low 1.82, direct 1.00, reverse 1.82; converter (stall ratio)—std. Six 2.40, opt. V-8's 2.14. Selector lever and quadrant on instrument panel; sequence P-R-N-D-L. In "D" range Fordomatic gives brisk, smooth starts in low. Effective engine braking in "L" position.

REAR AXLE: Semi-floating type with offset hypoid gears. Straddle-mounted drive pinion with V-8's. Induction-hardened forged shafts with permanently lubricated wheel bearings. **Axle Ratios (to 1):** ***3-Speed Manual***—3.50 (3.25 opt.), with Six, 3.25 (3.50 opt.) with V-8's; ***Overdrive*** (Challenger 221 V-8 only)—3.50; ***Fordomatic Drive***—3.25 (3.50 opt.) with Six; 3.25 (3.00 or 3.50 opt.) with Challenger 221 V-8; 3.00 (3.25 or 3.50 opt.) with Challenger 260 V-8.

FRONT SUSPENSION: Angle-Poised Ball-Joint design with coil springs mounted on upper arms. Strut-stabilized lower arms. Ball joints packed with special 30,000-mile grease retained by full life seals. Built-in anti-dive control. Internally mounted double-acting hydraulic shock absorbers with rebound cutoff. Link-type, rubber-bushed ride stabilizer. Tapered roller wheel bearings greased for 30,000 miles.

REAR SUSPENSION: Longitudinal, semi-elliptic leaf springs with rubber-bushed front eye and compression-type rear shackles, giving variable-rate characteristics for a softer, more levelized ride under all road and load conditions. Asymmetrical design with rear axle located forward from center of springs for anti-squat control on take-off. Rubber insulation at axle. Spring tip liners between all but top leaves—no lubrication required. Diagonally mounted double-acting shock absorbers.

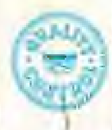
STEERING: Low-friction, recirculating ball-type steering gear for easy steering. Flexible steering shaft coupling dampens road shock, vibration. Anti-friction bearings throughout. Linkage system lubricated for 30,000 miles. Over-all steering ratio 27.8 to 1. Optional power steering ratio 25 to 1. Turning diameter 39.5 ft.

BRAKES: Self-adjusting hydraulic brakes of double-sealed, self-energizing design. Brakes adjust automatically when applied while car is moving backwards. Easy-operating suspended pedal. Dash-mounted master cylinder. Grooved 10-inch composite drums for maximum cooling. Total lining area 165 sq. in. Offset "T" handle parking brake at left of steering column.

TIRES: With std. Six—6.50 x 13 (with opt. V-8's—7.00 x 13) blackwall tubeless with Tyrex Rayon cord and Soft-Tread design for less road noise, smoother ride. Disc-type 13" wheels with 4½" wide safety-type rims. Optional—14" wheels and tires.

DIMENSIONS: Wheelbase—115.5". Tread—front 57.0", rear 56.0". Over-all length—197.6"; over-all width—71.3". Curb weights (approx.)—2-door sedan 2930 lb., 4-door sedan 2970 lb., Sports Coupe 2985 lb.

PRICES: All Optional Equipment and Accessories, illustrated or referred to as options, optional or available in this catalog are at extra cost. For the price of the Fairlane or Fairlane 500 with the equipment you desire, see your Ford Dealer.



The Ford Quality Control system, a Ford first, results in products of highest quality. All manufactured parts pass rigid dimensional, laboratory and durability tests. Quality Control teams also select samples from each shift at every assembly plant for an exhaustive search for any deviations from strict engineering specifications.

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